PART 9.

ART WORK OF

York, Harrisburg and Lancaster.

PUBLISHED IN NINE PARTS

GRAVURE ILLUSTRATION CO.

1901.

CONESTOGA CREEK.—Lancaster.

STATE INSANE ASYLUM.—Harrisburg.

CITY HOSPITAL.—Harrisburg.

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SCENE ON THE ABANDONED PENNSYLVANIA CANAL.—Near Harrisburg.

PINE STREET PRESBYTERIAN CHURCH.—Harrisburg.

GRACE M. E. CHURCH—Harrisburg.

PROSPECT HILL CEMETERY.—York.

VIEWS SHOWING THE LARGEST BRIDGE IN THE WORLD.—Near Harrisburg.

town went across this rise, and lot number one was at the corner of Mulberry and Front Streets, where the Harrisburg Hospital now stands. Parenthetically it is an interesting fact that just before Harrisburg was laid out the court house in Lancaster was burned to the ground, after forty-five years of constant service. In 1791, when Harrisburg was incorporated into a borough under its present name, the building extended up Front Street as far as Market, and down Market Street to the Square. The Square was quite an annoyance and eye-sore to the residents of the borough, being low and boggy and full of water after every heavy rain. And when, a little later, the Lancaster Journal in an article headed "Inland Navigation" speaks of a design on the part of the Harrisburgers to adopt the Venetian style of visiting each other in gondolas, it was certainly adding insult to injury; shortly afterwards the Square was drained by sewers. By 1825 the town had grown further north and a village had sprung up beyond it, called MaClaysburg. The old MaClay homestead still stands at the corner of Front and South Streets, and a close observer will notice that it was at one time built on a hill, which has since been cut down, exposing the cellar walls.

In 1828, on March 20, the first water was let into the Pennsylvania Canal. From which, owing to the march of events, the water will be let out within the year and the canal abandoned. The cause of the abandonment is next recorded. The first locomotive rolled into town in September, 1836. Then came the railroad connection with York, in 1849. At this date Harrisburg, though made the Capital of the State in 1819 (the corner stone of the Capitol having been laid May 31st) was not much of a town. A thin fringe of houses extended along Front Street as far north as State. Market Street was fairly built up on both sides to the canal; but the main part of the town and the chief business places still lay south of Market Street, on Second and Front Streets. Where Broad Street Market now stands was Reamshart's Pond—a good place for wild fowl. From there a stream came south with much swampy land on either side, crossed State Street where the Grace M. E. Church is built, crossed Second Street above Cranberry Alley, and entered the river above Walnut Street, going under Front Street through a large well built arch of masonry. Along this stream near Front Street the ground was low and was occupied by a large tannery. In fact about that time the town had many swamps and waste places scattered all through it, and the Lancaster Journal's sarcastic comment in "Inland Navigation" was nearer right than wrong. A review of the city of today will make this statement rather hard to believe, yet it is unquestionably true. It was not until 1860 that Harrisburg became a city. The growth of the town had been extremely slow, and probably would have continued so had not the War of the Rebellion made the city a great distributing point for soldiers and the munitions of war. The location of the city fully justified this, situated as it was at the head of the Cumberland Valley, being in direct communication with Baltimore and Washington by rail, and presumably far enough away from the enemy to make a safe depot.

At Sixth and MaClay Streets, Camp Curtin was established, where troops from all parts of the north were assembled, drilled, and sent south.

In 1863, when the Confederate forces invaded the Cumberland Valley, the city was thrown into great consternation. Earthworks were hurriedly thrown up on the bluff across the river (now called Fort Washington), the one driving bridge was put in such a shape it could be destroyed at any time, and many of the residents sent their families back into the country. Although Early's troops reached the river near York, and some of the advance guards of Lee's army advanced within three miles of the city along the Cumberland Valley Pike, Harrisburg was spared by Meade's coming up from the south, and engaging the enemy at Gettysburg. After the war the growth of the city was steady, and Harrisburg started on its upward march. Its natural location as a railroad center has attracted many manufactories, and it has become a great iron and steel town.

In 1897 the Capitol was entirely gutted by fire, causing a loss to the State of a beautiful old building and many valuable documents. Harrisburg of today is a city of more than 50,000 population, and is noted for its wealth, its churches, and its charities. Its beautiful location on the Susquehanna River has drawn many people to locate in or near it, for no other reason than their appreciation and enjoyment of the scenery with which it is surrounded. The coming year promises to be one of splendid development and expansion, from the numerous public improvements started and contemplated. And if she takes the chances offered her the growth of Harrisburg in the next ten years will surprise even the most sanguine.

JOSEPH GRANT EWING.